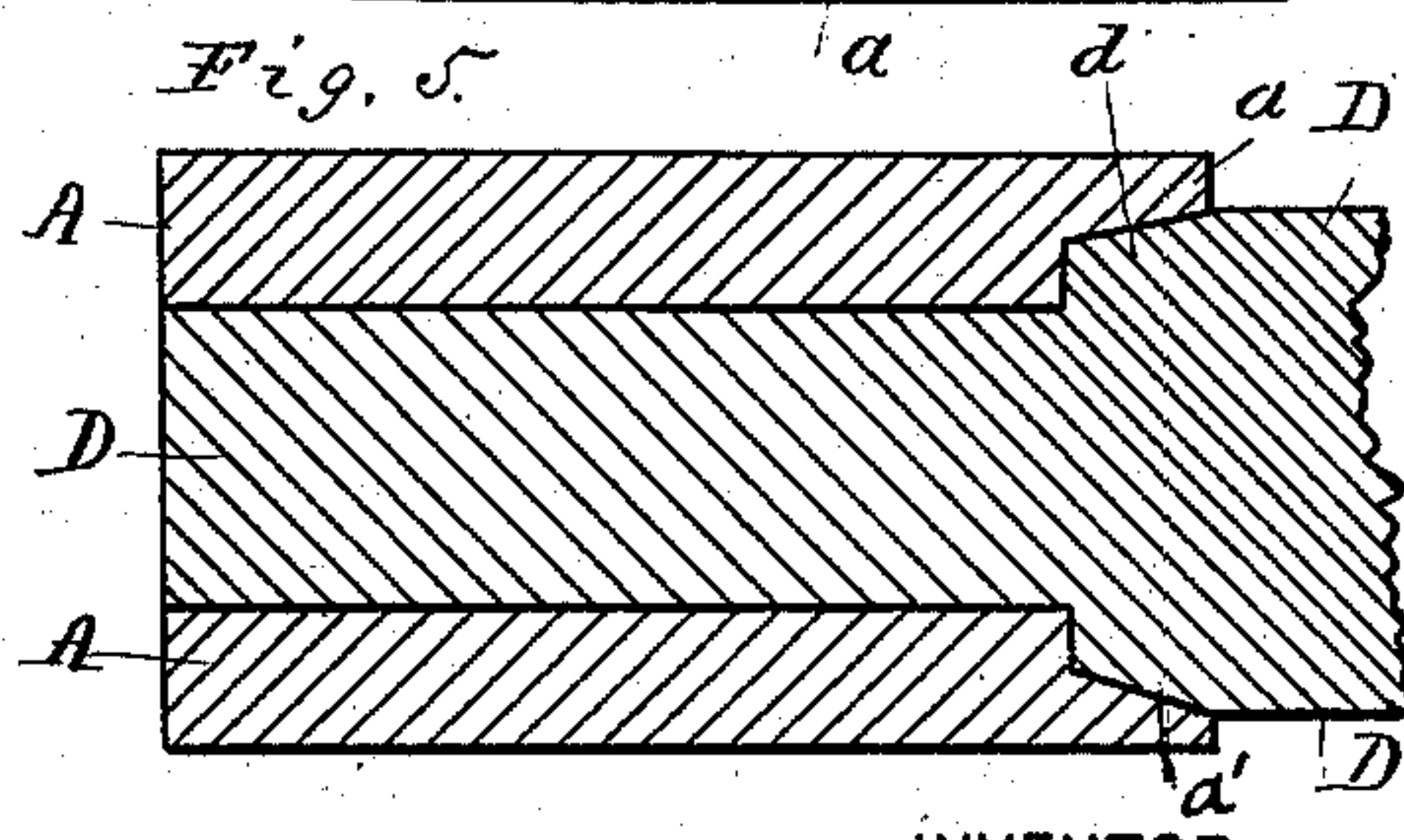
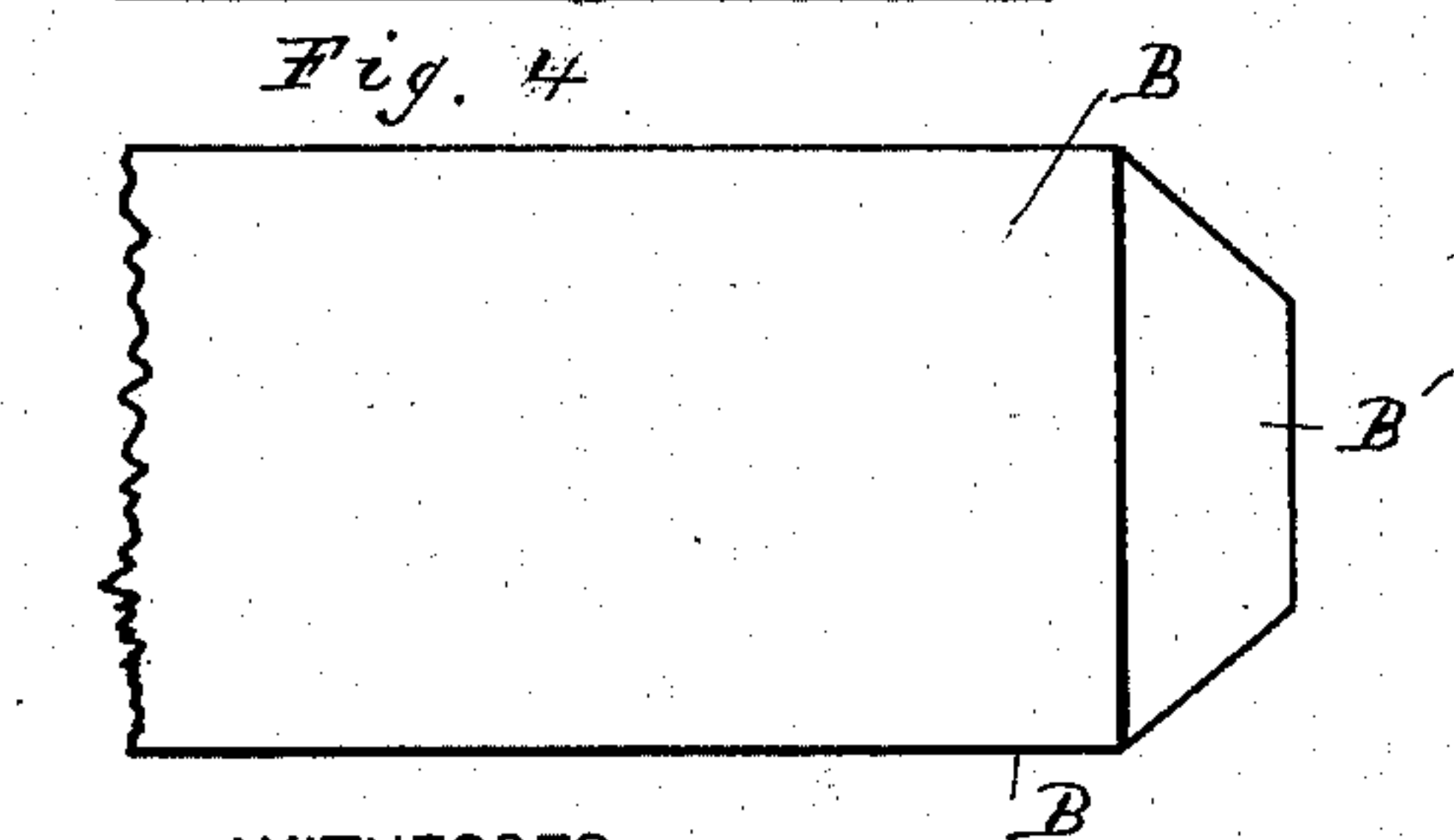
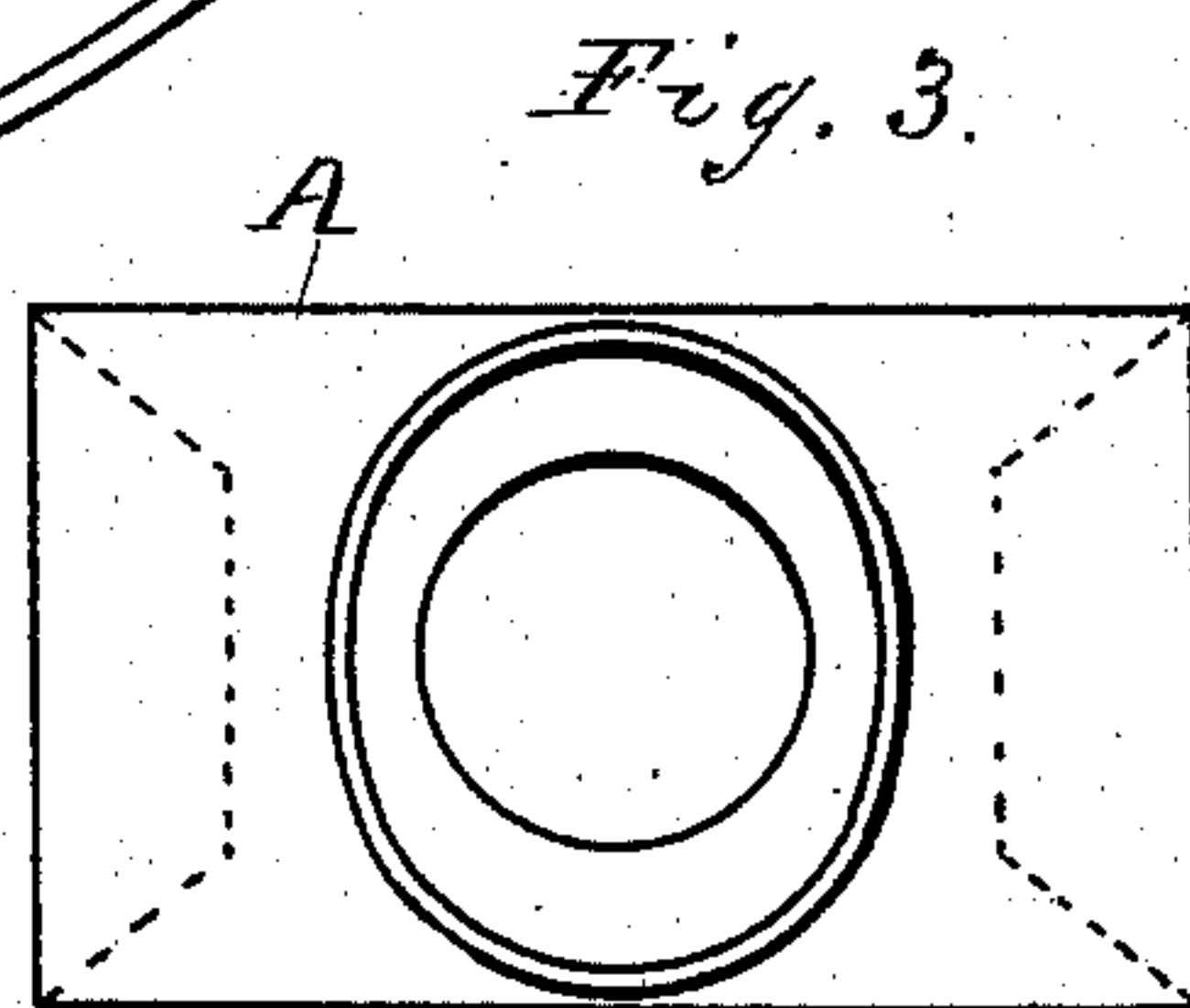
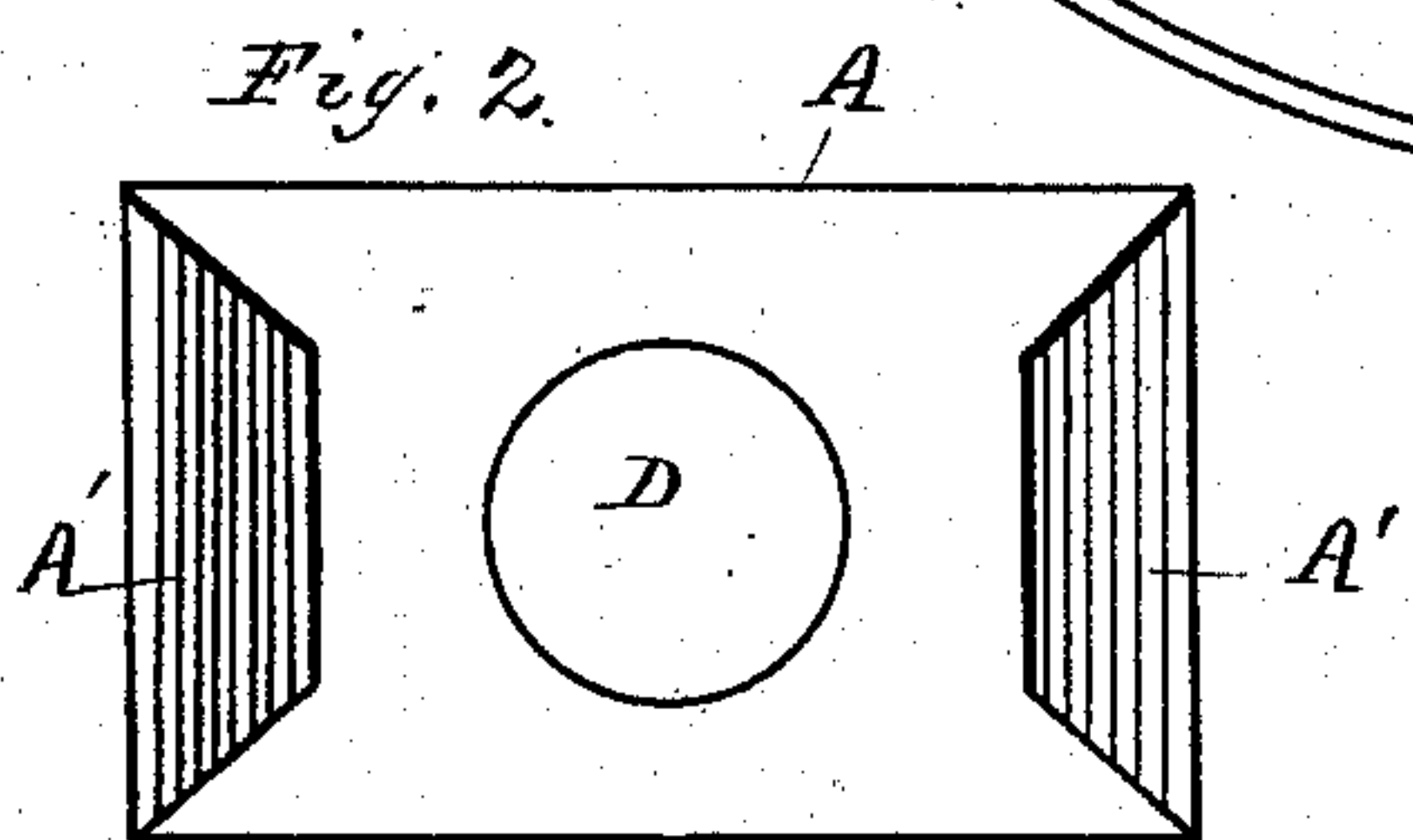
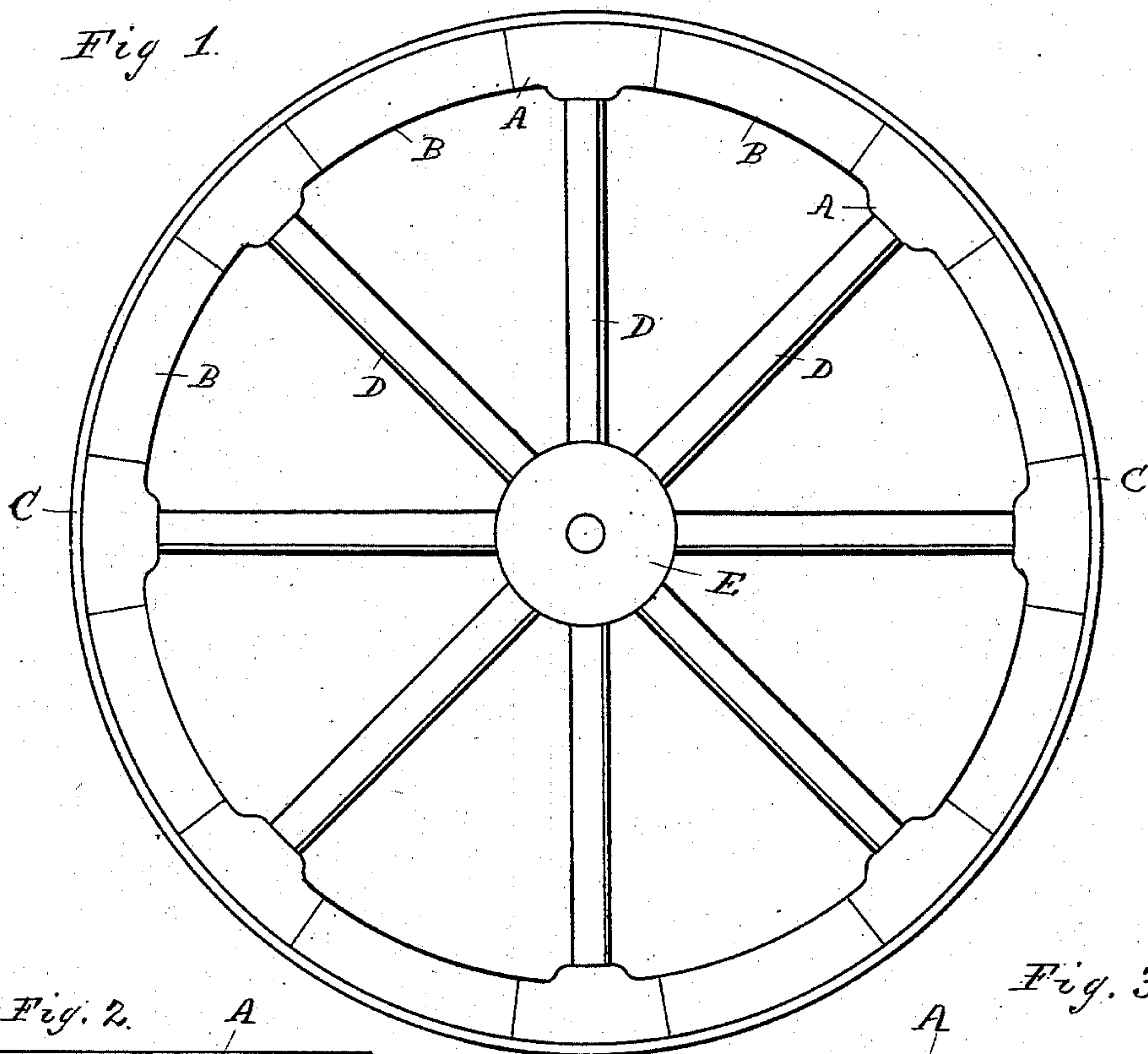


(No Model.)

S. CARR.  
SPOKE SOCKET FOR WHEELS.

No. 284,183.

Patented Sept. 4, 1883.



WITNESSES  
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ATTORNEY



# UNITED STATES PATENT OFFICE

SEABORN CARR, OF EMINENCE, MISSOURI.

## SPOKE-SOCKET FOR WHEELS.

SPECIFICATION forming part of Letters Patent No. 284,183, dated September 4, 1883.

Application filed May 7, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, SEABORN CARR, a citizen of the United States, residing at Eminence, in the county of Shannon and State of Missouri, have invented certain new and useful Improvements in Wheels; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements in the union of fellies of wheels, and has for its object to construct a very strong and durable wheel by shortening the fellies, and thereby being enabled to use nearly-straight pieces, (with the grain of the wood.) These objects are attained by the mechanism illustrated in the drawings forming a part of this specification, in which—

Figure 1 is a wheel showing how I apply the union and fellies. Fig. 2 is a view of that part of the union which comes next the tire, and Fig. 3 shows that part of the union which is nearest the hub of the wheel. Fig. 4 is a view of one end of the fellies, the remainder being broken off; and Fig. 5, a section of the union and of a part of one of the spokes of the wheel.

The letter A indicates the union, which is made of a piece of metal, preferably of malleable iron. It has a recess at each end, A', into which the ends of the fellies B enter, and

has also an opening for the introduction of the spoke D, the extreme end of which may be of the usual form; but the part *d* is somewhat reduced and made tapering in order to be compressed by the tapering socket *a'* of the union, as shown in the sectional view, Fig. 5.

That part of the union lettered *a* is a collar, which fits closely around the shoulder of the spoke, and has sharp edges, which serve to drive back the wood it surrounds, which is not needed to fill the socket *a*. As the socket *a* and the shoulder *d* are both of tapering form, the deeper the spoke enters the socket the more it will be compressed and the firmer the connection will become. This construction is intended to prevent battering. When the spokes, unions, and fellies are all in their proper places, and the tire is put on the wheel, the whole is bound firmly together.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a wheel, the combination of the metallic union A, having the tapering end recesses, A' A', adapted to receive the ends of the fellies, the tapering spoke-socket *a'*, and the surrounding collar *a*, with the spoke D, having the tapering shoulder *d*, adapted to fit in said socket, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

SEABORN CARR.

Witnesses:

J. E. RANDOLPH,  
JOHN SUMNER.